

Item # 2865

1906



SPOKANE & INLAND EMPIRE
RAILROAD COMPANY
Spokane, Washington

Spokane & Inland Empire Railroad Company

OFFICERS

JAY P. GRAVES, President
F. LEWIS CLARK, Vice-President
F. A. BLACKWELL, Chairman of the Board
W. G. DAVIDSON, Secretary
H. B. FERRIS, Treasurer

OF SPOKANE, WASHINGTON

TRUSTEES

F. A. BLACKWELL A. KUHN
F. LEWIS CLARK WALDO G. PAINE
W. G. DAVIDSON W. G. GRAVES
JAY P. GRAVES

The Spokane & Inland Empire Railroad Company of Spokane is a corporation organized under the laws of the state of Washington, to own, construct and operate electric properties. It has acquired the holdings of the following properties:

SPOKANE TRACTION COMPANY.

An electric street railway, operating in the city of Spokane.

COEUR D'ALENE & SPOKANE RAILWAY COMPANY, LTD.

An electric railway operating between Spokane, Washington, and Coeur d'Alene and Hayden Lake, Idaho.

SPOKANE TERMINAL COMPANY.

Owning freight yards, passenger and freight terminals and rights of way in Spokane.

SPOKANE & INLAND RAILWAY COMPANY.

An electric railway in course of construction, to be operated between Spokane and Colfax, Washington, and Moscow, Idaho.

LIGHT, HEAT AND POWER.

Two valuable power sites on the Spokane river, and other real estate in the city and county of Spokane; also a franchise for the distribution of electricity.

The entire holdings of the above named companies, with the exception of the Spokane & Inland Railway (of which 95 per cent of the stock has been acquired, and it is expected the remainder will be secured), are held by the Spokane & Inland Empire Railroad Company of Spokane.

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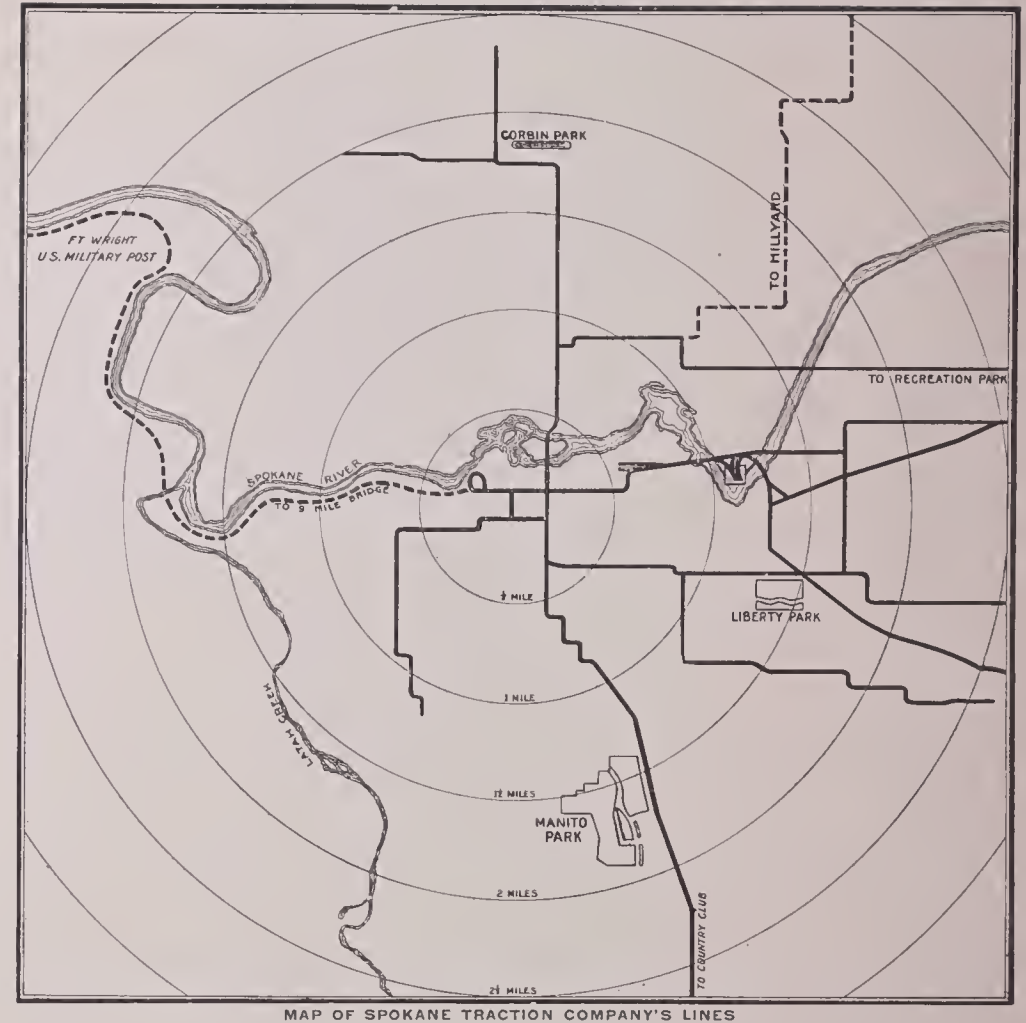
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The Spokane Traction Company.

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This company was incorporated March 15, 1903, and began operations November 13 the same year. Material additions have been made each season until at the present time 25 miles of city lines are operated and a five mile extension is projected to Hillyard, a suburb of 5,000 inhabitants. All issued stock of this company is now owned by the Spokane & Inland Empire Railroad.

Statistics show that Spokane has doubled in population since 1900. This remarkable growth of the city affords the Traction Company an unusual opportunity for increasing mileage and its lines are being steadily extended into the new and fast growing sections. Four of the city's public parks are directly reached as well as all passenger depots of the steam roads. Three of Spokane's principal colleges are served and the city lines are also instrumental in collecting passengers for the inter-urban divisions of the Spokane & Inland Empire System.

With Spokane forging steadily ahead it can be seen that the opportunity for growth and a constant increase of earnings for the Traction Company are assured.



Spokane Traction Equipment.



SPOKANE TRACTION CAR BARN
120 FT. BY 200 FT.
CAPACITY, 40 CARS.

ST. LOUIS TYPE OF CAR USED BY
SPOKANE TRACTION COMPANY



Spokane a Growing City.



COURT
HOUSE



CARNEGIE
LIBRARY

POPULATION

1900.....	36,848
1906.....	85,000

SCHOOL CENSUS

1900.....	7,639
1906.....	14,049

ASSESSED VALUATION

1900.....	\$19,479,232
1906.....	36,115,412

BANK DEPOSITS

1900.....	\$ 7,284,000
1906.....	20,000,000

BANK CLEARANCES

1900.....	\$ 56,254,730
1905.....	164,099,042

POSTAL RECEIPTS

1900.....	\$ 92,280
1905.....	201,887

BUILDING PERMITS

1900.....	\$1,254,296
1905.....	3,903,908



CITY
HALL



GONZAGA
COLLEGE

Spokane, Population 85,000.



BIRDSEYE VIEW OF
SPOKANE

\$13,000,000 have been expended for buildings in Spokane since 1900.

Spokane manufactured home products in 1905 amounting to \$10,105,000.

Spokane's real estate transfers in 1905 were \$12,121,709.

Spokane is the commercial and distributing center of the Inland Empire, a territory three times the area of the New England states.



EASTERN PORTION OF SPOKANE AS SEEN FROM
THE SPOKANE & INLAND LINE

Spokane Has Model Schools.



HIGH SCHOOL



WEBSTER SCHOOL

\$2,000,000 are invested in modern school and college buildings in Spokane.

Spokane has twenty-two model public schools, six colleges and five private schools.

Spokane's Beautiful Parks



LIBERTY PARK

RECREATION
PARK



CORBIN PARK

Of a total of six, four of Spokane's city parks are directly reached by the Traction Company's lines. Spokane has 175 acres of city parks.

Principal Parks in Spokane.



MAIN ENTRANCE TO
MANITO PARK

GRAND AVENUE APPROACH
TO MANITO



Manito is Spokane's largest and most attractive park and is situated on the south bluff 350 feet above the city. The park has an area of 95 acres, about half of which is within the mile and a half circle. The addition surrounding Manito is building rapidly owing to natural advantages and the excellent street car service furnished by the Spokane Traction Company, whose line is the only one reaching this section of the city.

Equipment of Coeur d'Alene & Spokane Railway.

Annual cut of lumber on Coeur d'Alene lake, 30,000,000 feet. Annual cut of lumber on St. Joe and St. Maries rivers, 100,000,000 feet.

IN THE WOODS NEAR LAKE COEUR O'ALENE



THE "SHOSHONE FLYER" ON THE COEUR O'ALENE & SPOKANE RAILWAY

The rolling stock of this road consists of 16 modern first class Brill coaches, 7 of which are combination baggage and passenger cars, equipped with Westinghouse motors, geared for a speed of 65 miles per hour, multiple and unit control, automatic and straight air brakes; 2 motor equipped box freight cars, 1 steam locomotive, 20 standard 80,000 pound capacity box cars and 50 standard 80,000 pound capacity flat cars.

An extensive storage battery and booster system has been installed at different points on the line which makes a very material saving in operation. The installation consists of five 300-cell storage batteries and three booster stations.

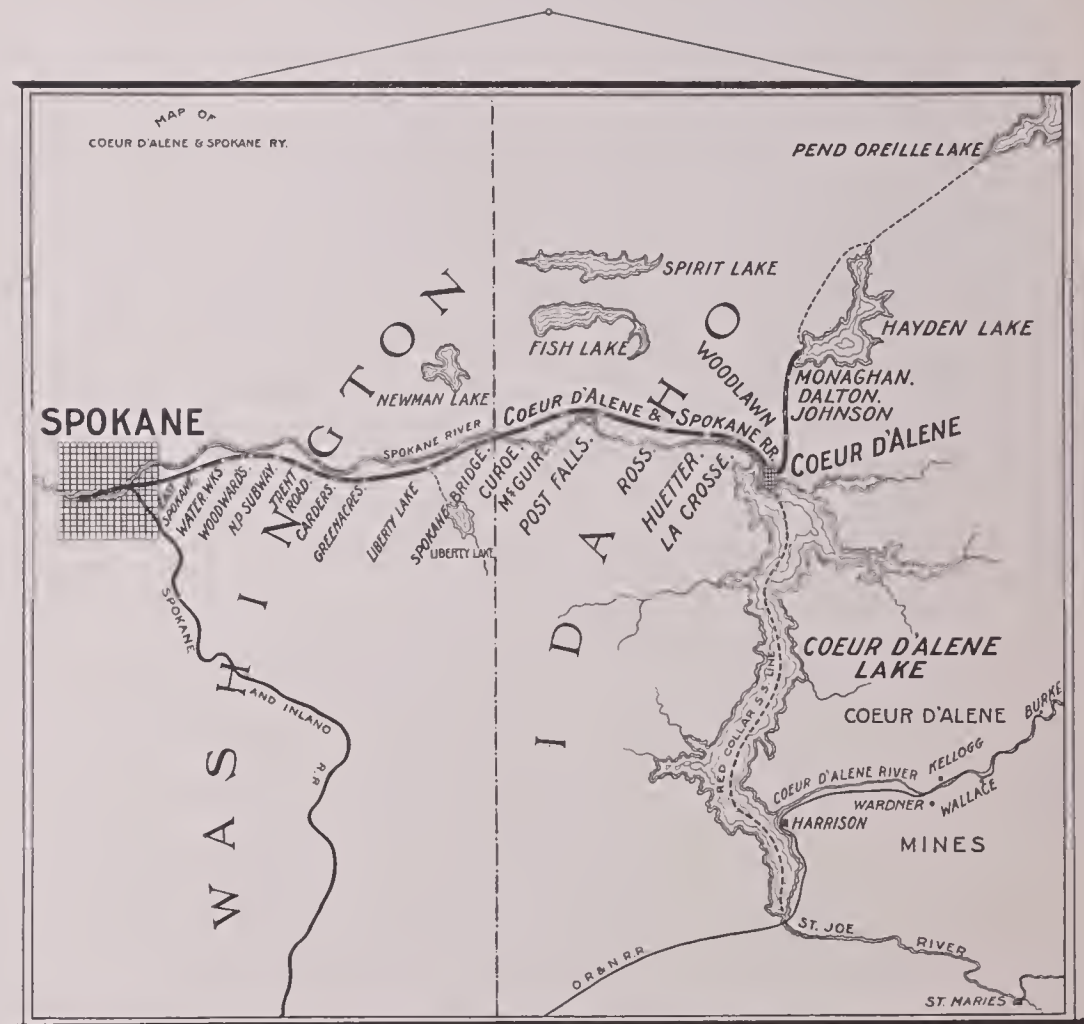
Coeur d'Alene & Spokane Railway Co., Ltd.

Began operating December 28, 1903, between Spokane, Wash., and Coeur d'Alene, Idaho, a distance of 31 miles. An eight mile extension to Hayden Lake has been added this season and opened on August 15. This road is the most direct line from Spokane to the famous Coeur d'Alene mining district, steamers being taken at Coeur d'Alene for Harrison, where connection is made with the O. R. & N. R. R. 85,000 prosperous citizens also find it their chief route for recreation to the magnificent chain of lakes lying to the east of Spokane.

In the fertile Spokane Valley, through which the road passes, diversified farming is growing apace, adding materially each year to freight and passenger traffic.

An extension of $2\frac{1}{2}$ miles from the main line to Liberty Lake is now being surveyed and will probably be built for next season. Also an extension of about 14 miles from Hayden Lake to Lake Pend Oreille will be built and in operation for the season of 1907.

The Coeur d'Alene & Spokane Railway has made a remarkable record since its first inception, and with two more of the most beautiful lakes about Spokane added to its list of summer resorts and continued activity in the Coeur d'Alene mining country, a constant increase in earnings is assured.



Terminals of the Coeur d'Alene Line

Coeur d'Alene Electric Terminal, located on lake front, with valuable passenger and freight docks. Division car barns and machine shops are also located at this point. Coeur d'Alene has six times the population it had in 1903 when the Coeur d'Alene & Spokane electric railway was opened. The city has paved streets, sewer and water systems, six hotels, one of which cost \$100,000.



COEUR D'ALENE ELECTRIC
TERMINAL

Spokane Electric Terminal, erected in 1906, at a cost of \$100,000; 50 feet by 160 feet; contains general offices of the Inland Empire Railway system, and is passenger and express terminal for Coeur d'Alene & Spokane Railway and Spokane & Inland Railway. It will also furnish terminal facilities for such other lines as the Spokane & Inland Empire Company may build. The terminal is centrally located in block adjoining site selected for the city's new Federal building and postoffice.

Private telephones of the most improved type are utilized in operating all Spokane & Inland Empire lines. In nearly three years of operation on the Coeur d'Alene division not a single accident, even of a car jumping the track, has occurred.



SPOKANE ELECTRIC
TERMINAL

Coeur d'Alene City and View of Its Chief Industry.

Owing to its excellent transportation facilities and hotels, Coeur d'Alene has become the convention city of Idaho. One daily and two weekly newspapers are published at Coeur d'Alene.



B. R. LEWIS LUMBER CO.'S PLANT, COEUR D'ALENE. CAPACITY,
75,000,000 FEET PER ANNUM.

Coeur d'Alene's population in 1903, when C. d'A. & S. electric line opened, was 1,000, and is now 6,000. The city has six large lumber mills and eight other lumber companies, among whom is the Weyerhaeuser Syndicate.

Blackwell's Park at Coeur d'Alene.



BLACKWELL'S PAVILION.

This park of 20 acres is located directly on the lake front and is a very popular place for tourists and pleasure seekers. Round trip fare from Spokane, \$1.00. The club houses of the Coeur d'Alene Boat club of Spokane are located adjoining this point on the lake.

Principal Cities on Upper Coeur d'Alene Lake and St. Joe River.

Harrison, at mouth of Coeur d'Alene river, on Lake Coeur d'Alene. Lumber town; population, 1,200. Steamers from Coeur d'Alene connect here with the O. R. & N. for all points in Coeur d'Alene mining country.



PANORAMA OF HARRISON

St. Maries, at junction of St. Joe and St. Maries rivers. Lumber town; population, 900. The fall in the St. Joe river from St. Joe, twenty miles above St. Maries at head of navigation, to Coeur d'Alene lake is less than two feet and accounts for the placid surface and magnificent reflections.



PANORAMA OF
ST. MARIES

Beautiful, Shadowy St. Joe River.



FOUR VIEWS OF
BEAUTIFUL
SHADOWY
ST. JOE RIVER



STEAMER IDAHO OF THE RED COLLAR S. S. LINE



For perfect reflections of trees, banks and surrounding mountains, the St. Joe river has few, if any, equals in the world. This beautiful shadowy stream attracts thousands of tourists and pleasure seekers annually via the Coeur d'Alene &

Spokane Railway and connecting steamers. It is also the chief outing place for hundreds of prosperous "Palousers" from Whitman County, who camp there through the summer months.

Other Lakes on the Coeur d'Alene & Spokane Railway.

Hayden Lake lies 8 miles north of Coeur d'Alene and is one of the most charming resorts about Spokane. Extension to this lake was opened on August 15th. Fare \$1.45 round trip from Spokane.



LIBERTY LAKE

HAYDEN LAKE



Liberty Lake is situated $2\frac{1}{2}$ miles from main line of the C. d'A. & S. Ry. An extension to the lake is now surveyed and will probably be constructed and in operation for season of 1907.

Pend d'Oreille, the largest and most beautiful of the Spokane lakes, is a great inland sea, 65 miles in length, the southern portion of which reaches to within 14 miles of Hayden. The lake has immense lumber and mining interests. The Coeur d'Alene & Spokane Railway will be extended to the southern end of Pend d'Oreille next season.



PEND D'OREILLE

Freight Traffic on Coeur d'Alene & Spokane Railway.



MCGOLDRICK LUMBER MILL, LOCATED AT SPOKANE

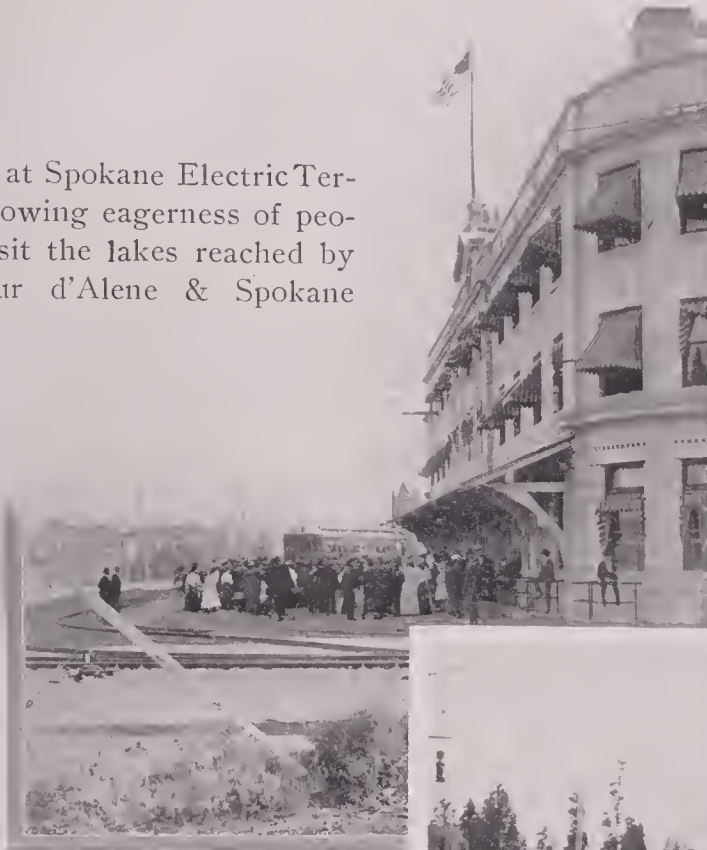
All the logs for this mill come from Coeur d'Alene via C. d'A. & S. Railway's steam train. The mill has a daily output of 150,000 feet, the greater portion of which goes to markets in the central and eastern states. The accompanying illustration shows log train loading on the dock at Coeur d'Alene.



WHERE LAKE AND
ELECTRIC LINE MEET

"All Aboard for the Lakes."

Scenes at Spokane Electric Terminal, showing eagerness of people to visit the lakes reached by the Coeur d'Alene & Spokane Railway.



SPOKANE
ELECTRIC
TERMINAL



SPOKANE
ELECTRIC
TERMINAL

On July 4th, 9,500 passengers were carried over the line. Forty-two trains were dispatched each way and no train was over 1 hour and 20 minutes making the 34 mile run, or was delayed over 5 minutes at meeting points.



COEUR D'ALENE TERMINAL

Scene on Coeur d'Alene & Spokane Railway Co.'s dock at Coeur d'Alene where connection is made with the Red Collar steamship line for Harrison, St. Maries and St. Joe, and all points on St. Joe river.

Spokane & Inland Construction.



ROADBED AND
OVERHEAD CONSTRUCTION

The Spokane & Inland roadbed and electrical equipment is the best throughout. 70-lb. steel is laid on fir ties and gravel ballasted. The overhead construction is the single catenary, with 7-16 steel messenger wire and adjustable clipped trolley. The system used on the Spokane & Inland is the single phase, alternating current out of town and direct current in Spokane. Motors are adapted for either current.



FREQUENCY
CHANGING STATION

Frequency Changing Station, located on the S. & I., leading out of Spokane, and used by this road for transforming current and as a storage battery and booster station similar to those used on the C. d'A. & S. Ry. The station contains four motor generator sets, four 1250 k. w. transformers, three 375 k. w. transformers and three 75 k. w. transformers; also 550 volt (275 cell) storage battery with switchboard, booster and exciter attachments.

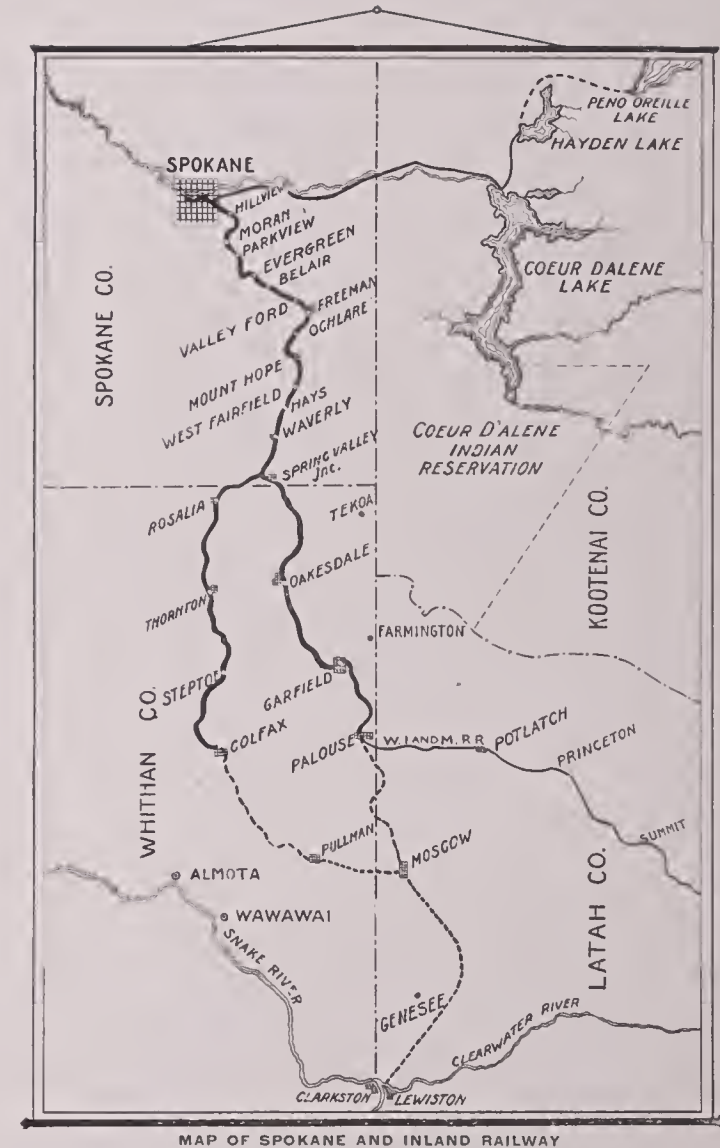
Spokane & Inland Railway.

The Spokane & Inland Railway Company was incorporated December 15, 1904, for the purpose of building and operating an electric freight and passenger railway from Spokane to Colfax and Palouse in Whitman County, Washington, and to Moscow, Idaho. This road is now completed and in operation to Waverly, a distance of 34 miles from Spokane. At Spring Valley Junction, 40 miles from Spokane, the road forks, one arm going to Rosalia, Thornton and Colfax, and the other extending into Oakesdale, Garfield and Palouse.

The distance over the western division from Spokane to Colfax is 76.0 miles, while the distance from Spokane to Palouse is 76.8 miles. The grading on both divisions is now completed and freight and passenger service will be installed by January 1st, '07, making the total mileage of the Spokane & Inland 113 miles.

Upon completion of the lines to Colfax and Palouse, it is proposed to continue on to Pullman and Moscow and the following year to Lewiston on the Snake river. Right of way terminals have been secured for the Moscow extension and right of way is now being obtained into Pullman and also from Moscow to Lewiston.

These additional extensions will approximate 99 miles and when completed will make the Spokane & Inland Railway about 212 miles in length and the several divisions of the Spokane & Inland Empire system 285 miles.



Spokane & Inland Rolling Stock.



SPOKANE & INLAND PASSENGER TRAIN

Brill coaches, similar to those on the C. d'A. & S. Ry., are used on the Spokane & Inland.

Electric locomotives used on the Spokane & Inland were manufactured by Westinghouse Electric company. The engines consist of two sections weighing complete 100 tons and using 1200 h. p. They are known as the single phase alternating current type for direct or alternating current and are similar to locomotives used on the N. Y., N. H. & H. R. R. Coupled together they will haul 20 loaded box cars.



CAR BARN

S. & I. car barns and machine shops at Spokane, 92 by 200 feet. Capacity, 20 cars.



FREIGHT ENGINE

The Spokane & Inland's Territory.

The Pacific Northwest has become world famous for its wonderful agricultural productiveness, its perfect climate and entire freedom from crop failures. The best in the Northwest is the productive "Palouse" country, Whitman and Latah counties. The former is the banner agricultural county of Washington, and the latter leads in a like manner in Idaho. These counties produce the greatest number of bushels of

350,000 acres, or fully 75 per cent of the tillable land of Latah county, is now being cultivated, 250,000 acres of the remainder being valuable timber lands.

In Spokane county there are over 100,000 acres of magnificent orchards, grain fields, and dairy farms directly tributary to the Spokane & Inland Railway, many of the larger tracts being divided for orchards and market gardening which will



MARKET
GARDEN ON
SPOKANE & INLAND

wheat, oats, barley and potatoes per acre in their respective states, and Washington and Idaho, as shown by statistics of the Department of Agriculture, head the United States. Whitman also stands first in live stock in this state. 896,885 acres, or over 80 per cent of the tillable soil in Whitman county, is now under cultivation. The Spokane & Inland intersects this mammoth garden spot, not with one railway line, but with two, and reaches, with a few exceptions, all the principal towns of the county.

add very materially to the tributary population and tonnage.

The proposed extension to Lewiston will pass through one of the most productive fruit sections of the Northwest, besides making water connections with the coast via the Snake and Columbia rivers.

The population in southern Spokane county tributary to the Spokane & Inland, together with that of Whitman and Latah counties, is fully twice the population directly tributary to the Coeur d'Alene & Spokane Railway.

Principal Towns on the Spokane & Inland.



ROSALIA

ROSALIA

Population, 1,000. Bank deposits, \$300,000. Ships out 1,300 carloads of grain, live stock, fruits and produce annually. The growing of sugar beets is becoming a feature about Rosalia, the product being shipped via the Spokane & Inland to the Waverly sugar factory.

OAKESDALE

Population, 1,500. Grain and fruit shipping point. Has 18 grain warehouses in town and at nearby stations, and ships one million bushels of wheat annually. Outfitted 13 combined harvesters and nearly 100 binders this season.

Hanford Nurseries, the largest in eastern Washington, are located at this point.



WAREHOUSE SECTION OF OAKESDALE

The residents of Whitman and Latah counties are known as "Palousers" and are as frugal, industrious and progressive a class of agriculturists as can be found anywhere in the United States.

Principal Towns on the Spokane & Inland.

GARFIELD

Population, 1,200. Shipped 400,000 bushels of wheat and oats last year; is also extensive shipping point for fruits, vegetables and live stock.

An aerial photograph of the town of Garfield, showing a cluster of buildings and houses surrounded by trees and fields.

GARFIELD

PALOUSE

The "Dinner Pail City," with pay roll of \$100,000 per month. Population, 2,800. Has flour mills, pottery plant and lumber mill with daily output of 120,000 feet. Is terminal for Washington, Idaho & Montana Railway, which taps the greatest body of white pine in the world. The Spokane & Inland Railway connects with the Washington, Idaho & Montana Railway at this point. 18,000 tons of grain are shipped annually from this place.

An aerial photograph of the town of Palouse, showing a large industrial area with several large buildings and a railway line, surrounded by trees and fields.

PALOUSE



SPOKANE, WASHINGTON. POPULATION, 85,000.



METROPOLIS OF THE INLAND EMPIRE.

Principal Towns on Spokane & Inland.



Pullman has a population of 2,594, and an assessed valuation of \$567,875. The State Agricultural College is located at this point with enrollment of 1,000 students. The town is in the heart of the grain and fruit belt and is an extensive shipper; \$200,000 worth of fruit is marketed annually within a radius of a few miles of Pullman.

Colfax, Whitman County Seat.

One of the Spokane & Inland's southern terminals.
Population, 3,500. Bank deposits, \$2,000,000. A
manufacturing and distributing point. Ships out
2,000 cars grain, hay, live stock, fruits, vegeta-
bles and flour annually. Assessed valuation
of city, \$1,207,000; county, \$22,151,938.



MAIN STREET, COLFAX

Moscow, Idaho.



Moscow is the county seat of Latah and has a population of 6,000. View taken from grounds of University of Idaho, which is located there. Terminals and right of way for the Spokane & Inland road have been secured at this point.

Industries on the Spokane & Inland.



WAVERLY
FACTORY

Washington State Sugar Co.'s factory at Waverly uses 20,000 tons of sugar beets raised along the Spokane & Inland and Coeur d'Alene railways. Consumes about 6,000 tons coal, 600 tons coke and 2,500 tons lime rock annually. Ships out 10,000 tons of beet pulp for dairy use and has annual capacity of 6,000,000 pounds sugar.

Plant of the Washington Brick, Lime & Mfg. Company at Freeman. Daily output 200 tons.

This company also has extensive lime works at Lake Pend d'Oreille, to which point the Coeur d'Alene & Spokane Railway will be extended next year.

General offices and warehouse are located in Spokane.

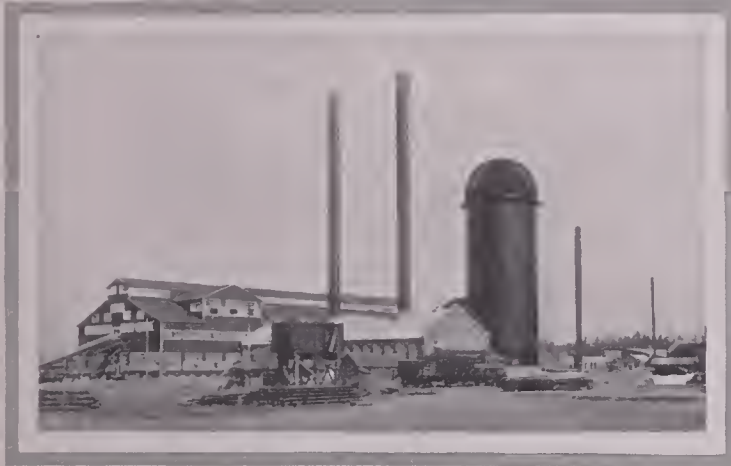


FREEMAN
PLANT

Big Traffic Makers in Palouse.

Panorama shows Potlatch Lumber Company's mill at Palouse with Spokane & Inland roadbed from Garfield to the right and grade for Y to the left. This mill has a daily output of 120,000 feet. The Potlatch mill, located ten miles east on the Washington, Idaho & Montana Railway, is the largest modern plant under one roof in the world. Capacity,

700,000 feet daily. The annual output of these mills aggregates 240,000,000 feet. The Spokane & Inland Railway and the Washington, Idaho & Montana Railway own joint freight and transfer yards for exchange of business. The export and import freight of the Potlatch Company alone aggregates 10,000 carloads annually.



POTLATCH LUMBER CO.'S MILL AT POTLATCH, IDAHO

POTLATCH
LUMBER COMPANY'S
PLANT AT PALOUSE, WASH.

Palouse is the western terminal of the Washington, Idaho & Montana railroad and is the only gateway for the rich farming and lumbering section extending 100 miles east in Latah County to the Bitter Root mountains.

Harvesting Scenes on the Spokane & Inland Railway.



HARVESTING SCENE
AT ROSALIA



COMBINED HARVESTER IN OPERATION

The Spokane & Inland intersects the most productive grain belt in the United States. Whitman and Latah counties produce one-third of the entire wheat output of Washington and Idaho.

Views on Spokane & Inland Railway.



THE SPOKANE & INLAND
NORTH OF WAVERLY

WHITMAN COUNTY YIELDS.

Yields of 65 bushels of Wheat to the acre, 120 bushels of Oats, 80 bushels of Barley and 300 bushels of Potatoes are common in Whitman County.

For nearly 100 miles the Spokane & Inland Railway intersects the richest orchards and grain fields in the Northwest.



WHITMAN COUNTY BANKS.

There are 24 National and State banks in Whitman County, with aggregate deposits of \$4,000,000.

EVERGREEN STATE FRUIT RANCH.

Illustration shows Spokane & Inland road cutting directly through the fruit section of southern Spokane County. This ranch alone produced 15,000 boxes apples, 200 boxes cherries and 300 boxes pears last season.

Farm Scenes Along the New Railway.

LATAH COUNTY
FARM

Typical Palouse farm on right of way, Moscow extension, Spokane & Inland Railway.

The Spokane & Inland is shown intersecting a portion of an immense potato field. Nearly 5,000,000 bushels of potatoes were produced in this section last year. The average yield in Whitman County is 150 bushels per acre, but yields of 300 and 400 bushels per acre are common.



CROSSING THE MAMMOTH GARDEN SPOT.

Power for the System.

The Spokane & Inland Empire Company owns two power sites on the Spokane River capable of developing 25,000 h. p. The "Bowl and Pitcher" site is located just at the city limits, while the second site is at Nine Mile Bridge. The latter is now being developed, a plant capable of generating 12,000 electrical horse power being installed. The location at this point is ideal owing to the narrowness and rocky formation of the canyon. A lake five miles in length is made by the dam and is useful to the power development in regulating the flow of water.

At present the Spokane & Inland Empire Company obtains power for its lines from a local company under a ten years' contract for 24 hour service at the rate of \$20 per h. p. per annum.



VIEWS OF NINE MILE BRIDGE
POWER SITE



Spokane Terminal Company.

This company was incorporated March 1, 1905, for the purpose of acquiring freight and passenger terminals, right of way entrance to the city, freight yards and grounds for car barns and machine shops. The passenger terminal at Main and Lincoln streets was completed early in 1906. Union ticket offices, passenger, baggage and express rooms occupy the ground floor, while in the second and third stories are located the offices of the several divisions of the Spokane & Inland Empire system. The grounds at this terminal are about 380 feet by 600 feet and are located in the heart of the city and in



INTERIOR SPOKANE ELECTRIC TERMINAL

the block adjoining the location selected for the city's new Federal building and postoffice.

The freight depot and yards are about 300 feet by 2,000 feet and are centrally located between the Great Northern and Northern Pacific freight yards and are connected by transfer tracks with all steam roads entering Spokane.

Sufficient grounds for car barns and machine shops of the various lines are also owned, comprising about 17 acres.

The entire stock issue of this company has been purchased by the Spokane & Inland Empire Railroad Company.

Right of Way Entrance to Spokane.

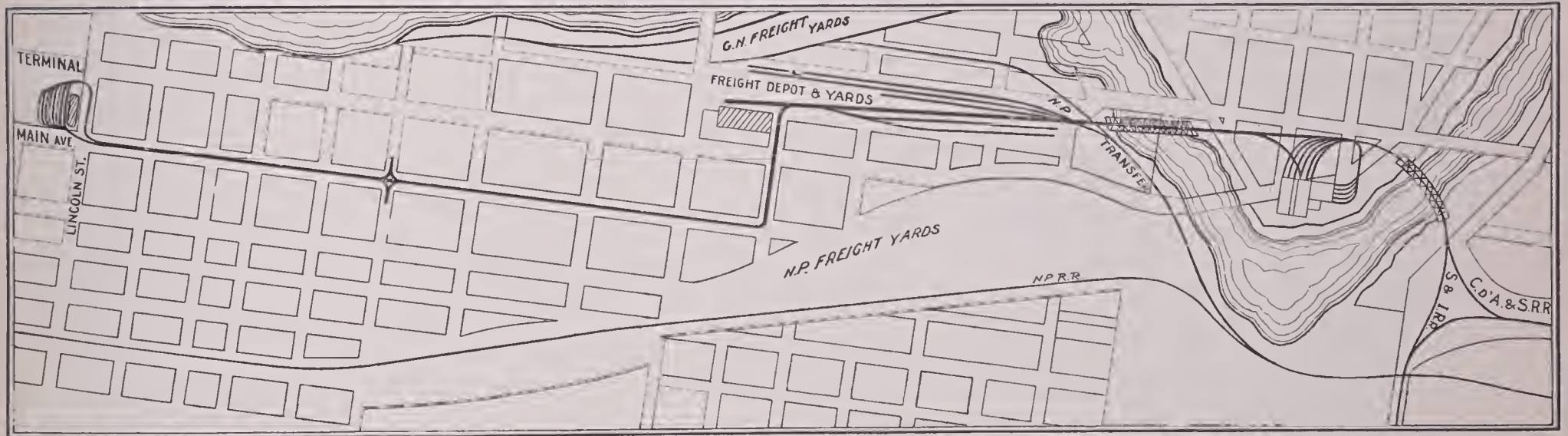


BRIDGES
ACROSS SPOKANE
RIVER



Constructed to carry 200 ton locomotives. Bridge No. 1 is double tracked and has two 150 ft. spans and one 100 ft. span. Bridge No. 2 is single track and has three 125 ft. spans.

Union Freight Depot.



MAP OF SPOKANE TERMINALS, YARDS AND RIGHT OF WAY.

The Country's Resources.



WHEAT HARVESTING SCENE NEAR PULLMAN

COMPARATIVE YIELDS

AVERAGE NUMBER BUSHELS PER ACRE

	Wheat	Oats	Barley	Potatoes
United States.....	14.3	34.0	26.8	87
Idaho.....	18.6	39.4	40.0	140
Washington.....	24.6	50.0	40.0	142
Whitman County.....	28.0	55.0	40.0	150

In Latah County 50 bushels of wheat per acre is a common yield. C. Clark harvested this season an average of 64 bushels of wheat per acre; Wm. Bonner 50 bushels per acre; J. K. Stevenson 56 bushels per acre; Marsh Carlton 53 bushels per acre.

"The Best in the Northwest is the Productive Palouse—Whitman and Latah Counties"—reached by the Spokane & Inland Ry.

Steptoe Valley on Spokane & Inland Railway.



One of the rich valleys on the Spokane & Inland near Steptoe. The grade of the new railway can be seen crossing the entire length of the field.

Rolling hills, golden with grain, as far as the eye can reach. Roadbed for the Spokane & Inland in the foreground.



ON GRADE OF THE
SPOKANE & INLAND.

Wheat Blockades.

Owing to the inadequacy of present railroad facilities, wheat blockades occur every year at the principal shipping points in Whitman County.



BLOCKADE AT THORNTON

Ninety-seven per cent of the farming lands lying directly tributary to the Spokane & Inland Railway are already under cultivation.

Wheat blockade at Thornton, on the Spokane & Inland, the largest grain shipping point in Whitman County.

Building the Spokane & Inland.



SCENES
NORTH
OF GARFIELD

A HINDRANCE AND A HELP

The new railroad cuts in two the great wheat fields, but will help market the crop.

Orchard Scenes on the Inland Empire Lines.

One of the richest non-irrigated orchard sections of Eastern Washington is intersected by the Spokane & Inland Railway. An orchard on this line produced 15,000 boxes of apples, 200 boxes of cherries and 300 boxes of pears this year. The Ellis orchard on Moran Prairie yielded 25,000 boxes of apples.



MORAN PRAIRIE ORCHARD.



OPPORTUNITY ORCHARD.

An irrigated district in the Spokane Valley on the Coeur d'Alene & Spokane Railway. One ten acre tract at Opportunity yielded 3,000 boxes of apples this year. 2,000 boxes of tomatoes to the acre were also grown at this point, and cucumbers yielded \$200 per acre.

Scenes from the "Garden Spot."

COLFAX "SPUDS"

Eight of these potatoes weighed 32 pounds 10 ounces.



CORNFIELD ON
SPOKANE & INLAND

Sugar beets at McGuire's station, on the Coeur d'Alene & Spokane line, are shipped to the sugar beet factory on the Spokane & Inland at Waverly. The beets here shown were grown under irrigation and averaged 15 tons per acre. 2,000 acres at this point will be brought under irrigation next season and planted to sugar beets.



SUGAR BEETS ON COEUR D'ALENE & SPOKANE RAILWAY

Wonders of Irrigation

"Greenacres" irrigated district on the Coeur d'Alene & Spokane Railway. One acre of ground produced 4,000 watermelons this year. From 550 dewberry plants, 2 year olds, were grown \$660 worth of berries this season.



MELON FIELDS
AT "GREENACRES"

"Greenacres" cantaloupes average from 200 to 400 crates per acre. Strawberries, first crop from plants, ran 200 crates per acre this year and sold for \$3 per crate.

From Dairying, \$7,500,000.

MODEL DAIRY HERD
OF SPOKANE COUNTY



Dairying and live stock raising are industries that are making rapid strides in the Inland Empire. No less than 12 dairies have been organized the past year in the surrounding country. In Spokane there are ten dairy companies, one of these, The Hazelwood Company, is the largest in the northwest and has an output of \$750,000 annually.

The express business, which includes milk, on this line has increased over 500 per cent in two years. The milk and cream shipped from Spokane Bridge station along during June, July, August and September, 1906, amounted to 394,000 lbs. The same opportunity for development in dairying is open to farmers on the Spokane & Inland Railway.



MILK STATION ON THE COEUR D'ALENE & SPOKANE RAILWAY

\$40,000,000 from Mines.

As a resource in the Inland Empire, mining stands second only to agriculture. To the famous silver-lead mines of the Coeur d'Alenes and the copper-gold mines of the Boundary may be credited a goodly portion of the capital that has been invested in Spokane enterprises. The Coeur d'Alene district, 100 miles to the east in northern Idaho, is producing 60 per cent of the desilverized lead ores mined in the United States and in 1905 paid upward of \$6,000,000 in dividends. The annual output of this district exceeds \$20,000,000. Over 3,000 miners are employed, at an average wage of \$3.60 per day and a total annual payroll of \$4,000,000.

The Coeur d'Alenes lie directly tributary to Spokane, the shortest route being via the "Shoshone Flyer" which leaves Spokane at 7:50 every morning over the Coeur d'Alene & Spokane Railway, returning at 6:30 in the evening. The traffic to and from such a rich mining district is necessarily heavy and accounts in no small way for the exceptional showing that is being made by the Coeur d'Alene & Spokane Railway.

Within 150 miles to the north of Spokane there are six smelters in operation which treated 941,817 tons of ore in 1905 and had a gross output of \$15,000,000. The combined output of the Boundary district aggregates \$20,000,000 annually. The Granby mine at Phoenix, B. C., produces more than one-half of the entire Boundary output and has made net profits the past year of \$1,823,617.

The Granby Consolidated Smelter is owned and operated by the Granby Consolidated Mining, Smelting and Power Co., Ltd. This smelter treated 549,703 tons of ore last year and has a capacity of 30,000,000 pounds of copper per annum. For the year ending June 30th, 1906, it produced 20,000,000 pounds of copper and is now treating 2,700 tons of ore daily.

Marble, Granite, Clay.—As if anticipating the location and needs of the future metropolis of the Inland Empire, Nature has left within a radius of 100 miles, immense deposits of marble, granite, clay and lime in Stevens, Whitman, Kootenai and Spokane counties, all of which contribute toward making Spokane a prosperous as well as a model built city.



Scenes in the Coeur d'Alenes.

The Bunker Hill-Sullivan property is now the greatest silver-lead producer in the world. It paid over \$3,000,000 in dividends in 1905.



BUNKER HILL-SULLIVAN
CONCENTRATOR AT
KELLOGG

WALLACE

Shoshone County seat, has population of 3,500 and is the principal distributing point for Coeur d'Alene mines.



WALLACE



MILO CREEK
GULCH

MILO CREEK GULCH

Showing "Last Chance" mine at Wardner, property of the Federal Mining and Smelting Co. The five mines owned by this company produced 875,000 tons of silver-lead ore in 1905, values in silver and lead, \$6,750,000.

Lumber, the Third Resource.



LOGGING ON THE ST. JOE RIVER

Showing view of the famous 80,000,000 ft. log drive. The annual cut of lumber on the St. Joe and St. Maries rivers is 100,000,000 feet.

When it is known that 23,165 square miles, or 36 per cent of the entire area of the state of Washington is covered with merchantable timber, some idea may be had of lumber as a resource in the Inland Empire. Eastern Washington alone has 14,126 square miles of merchantable timber, while in northern Idaho is located the largest body of white pine in the world.

The great lumber companies in the central states, for lack of further supply there, are rapidly locating in the Spokane country. Already the forests resound to the hum of over 300 sawmills which will have an output this year exceeding 750,000,000 feet. Augmented by the great Potlatch Lumber Company's mill with its product of 200,000,000 feet, the output of this section will aggregate a billion feet the coming season.

It will be noticed that the Spokane & Inland Empire Railroad lines are so laid that a share of the enormous traffic from the mills of northern Idaho will be secured both on the Coeur d'Alene and the Spokane & Inland divisions.



THE LARGEST BODY OF WHITE PINE IN THE WORLD

The Country Behind the Enterprise.

In the vernacular of the Pacific Northwest, the portions of Washington, Oregon, Idaho, Montana and British Columbia lying within a radius of 200 miles of Spokane are known as the "Inland Empire." Spokane, the chief city between St. Paul and Seattle, is the financial and commercial, as well as the geographical, center of this rich territory with an area three times that of the New England States.

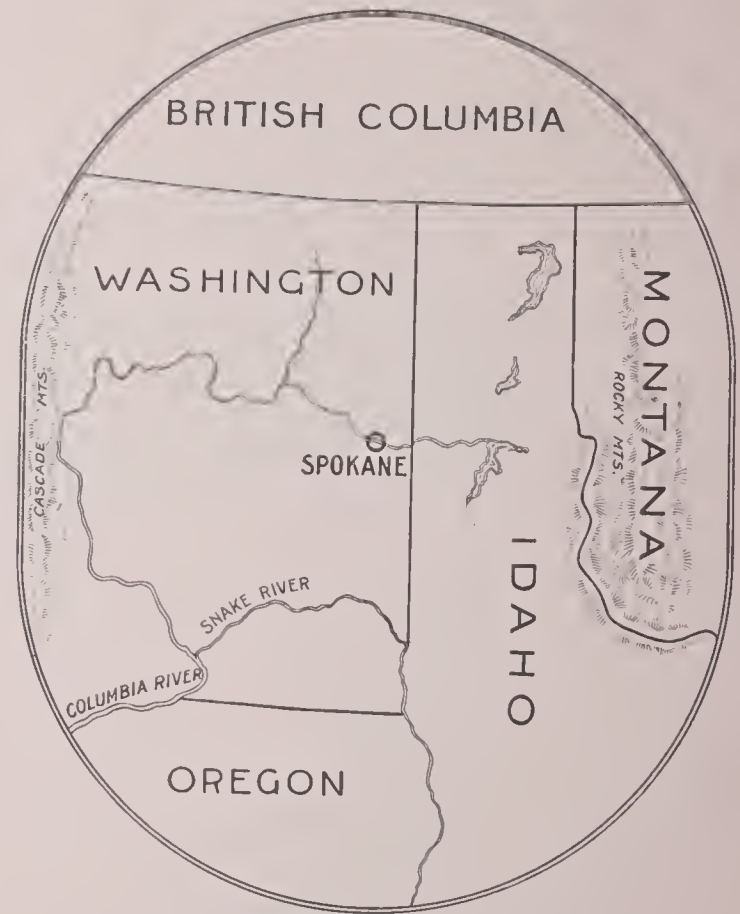
Into this vast basin of the Columbia river and its tributaries, Nature has poured a bountiful variety of agricultural resources. Protected by the Rockies on the east and the Cascades to the west, this veritable garden spot has proven as fertile and productive as any in the United States. With its mild winters and perfect summer climate it has come to be known as the "Sure Crop" country. The lasting fertility of the soil is proven by instances of wheat raising in eastern Washington extending over a period of forty years with yields of never less than 35 bushels of grain per acre.

For centuries the giant forests of pine, cedar, fir, hemlock, spruce and larch have been developing to serve the needs of the 20th Century inhabitants of this Inland Empire as well as to replenish the waning supply of lumber in the eastern states.

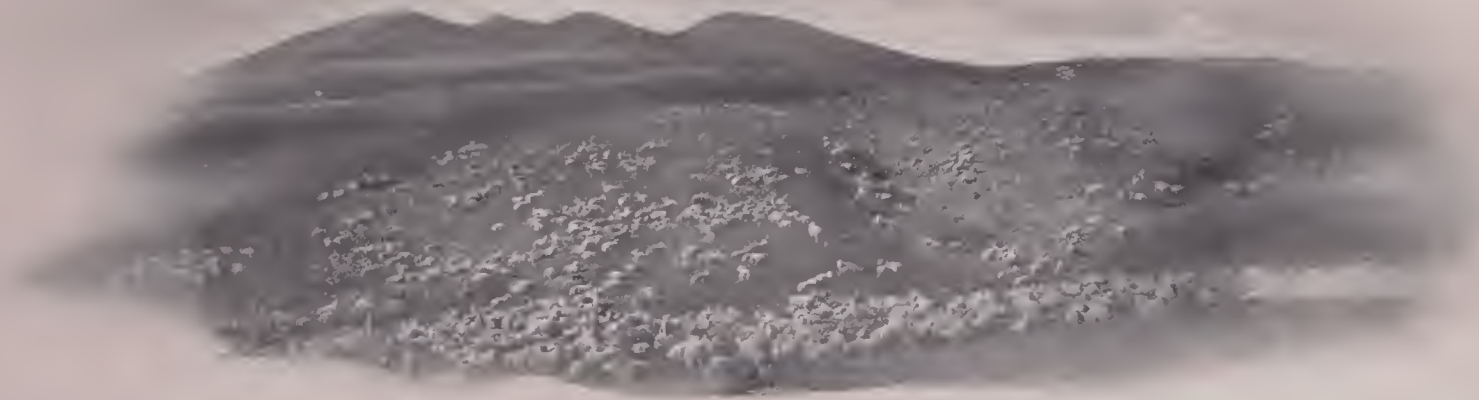
In the hills and valleys of the Spokane country, Nature has left vast deposits of marble, granite and clay for the builders' use, while in the mountains surrounding the whole is stored boundless wealth in gold, silver, copper and lead mines.

There are sections of the United States where agriculture is the main resource; there are other sections dependent upon mining or lumbering. The Inland Empire is blessed with all these and more. For seemingly fearful of the lack of good measure, Nature has provided gigantic water powers on the Spokane, Columbia, Pend d'Oreille, Chelan and Kettle rivers, aggregating greater than Niagara, to lend aid in the development of mining, lumbering, irrigation, power for manufacturing and for electric railways.

Further information regarding the varied resources of this section of the Pacific Northwest, as well as financial details of the Spokane & Inland Empire Railroad system, will be cheerfully furnished by Wm. G. Davidson, Secretary, Terminal Building, Spokane, Wash., or Levi G. Monroe, Secretary, Spokane Chamber of Commerce.



THE INLAND EMPIRE OF THE PACIFIC NORTHWEST



IN THE LEWISTON COUNTRY, TOWARD WHICH THE SPOKANE & INLAND RAILWAY
IS BUILDING, STOCK RAISING IS AN IMPORTANT INDUSTRY.

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